THE MARINE RECORD.

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Maritime Law.

District Court. D. Connecticut. November 23, 1891.

1. Collision—Vessel at anchor—Failure to show torch. Where a vessel at anchor in the night time can see the lights of an approaching vessel, there is no reason to suppose that her own lights, properly set and burning brightly, cannot be seen; and hence her failure to display a torch before the approaching vessel collides with her is not such a fault as will entitle the colliding vessel, confessedly in fault, to a division of the damages.

2. Same—Failure to shift helm. The failure of the anchored vessel which was lying in a tide-way, to put her helm hard over when the collision appeared imminent, is not such a fault as to call for a division of the damages, where it is not shown that the swing to result from such a shifting of the helm in the tide-way would have carried her clear of the colliding vessel.

District Court, S. D. New York. November 20, 1891.

Collision—Fog—Duty to come to stand-still on hearing whistles—Navigation near shore. The freight and passenger steam-boat J. ran into a fog so thick that vessels could not be seen more than 150 feet distant, and thereupon hauled in towards shore to keep in sight of the piers. The ferry-boat M. followed her usual course in thick fog. Each vessel heard the whistles of the other near at hand, and both stopped their engines, but the J. did not reverse at all, and the M. not until the other vessel was seen, within 150 feet, and too late to avoid collision. Held that, under the circumstances, the navigation of the boats near the shore was not a fault, but in a dense fog, and with fog-signals sounding very near, and nearly ahead, it was the duty of each to come to a standstill in the water, by reversing as soon as possible, until their respective positions were discovered. As each was in this respect chargeable with the same fault, the damages were divided.

District Court S. D. New York. November 9, 1891.

1. Collision—Vessel at pier—Fog-signals. A vessel moored for the night, according to her custom, along-side a well known dock, and not projecting beyond the wharf into the channel, and run into by a steamer passing in a fog, is not in fault because she had no lights set and sounded no signals.

2. Same—Navigation in fog—Narrow channel—Soundings. The E., going east, met a thick fog at night, and continued her navigation in a narrow and winding channel, without using the lead, until she ran into the F. E., tied up as usual at a well known pier. A fog-bell on the island, near the course of the E., was rung frequently. Held, that the E. was solely to blame for the collision, it being her duty to use the lead.

District Court, D. Washington, N. D. October 30, 1891.

Foreign Waters—Towage—Foreign Tug Boats. The boundary between the United States and Great Britain in the Strait of Juan de Fuca is fixed by treaty on a line following the middle of the strait, the northern part of the strait being British water, the southern, American; but by the same treaty the entire strait is free and open to both countries for purposes of navigation. Held, that no part of the strait is "foreign waters," within Rev. St. U. S. § 4370, which excepts, from the penalty therein denounced against foreign tug boats towing United States vessels between domestic ports, cases where the towing is in whole or in part on foreign waters.

Hanford, J.

This is a case of seizure to enforce a penalty imposed by section 4370, Rev. St. U. S. The facts are as follows: The Pilot is a British steam tug, engaged in the business of towing upon the Strait of Juan de Fuca and other waters of this state and British Columbia. The bark Valley Forge is an American enrolled vessel of 1,286 tons burden, engaged in coastwise trade; and, being bound on a voyage from San Francisco to Port Angeles, entered the strait without assistance, and was beating against a head-wind towards her port and destination. The Pilot found her on the north side of the strait, and within three miles of the shore of Vancouver island, near Port San Juan, where she had sailed upon her port tack, and towed her across the strait to Port Angeles, pursuant to a contract made with her master at the time to tow the Valley Forge first to Port Angeles; thence to Departure bay, in British Columbia, to load; and thence to sea. The Valley Forge remained at Port Angeles, while her master went to the custom house at Port Townsend for the purpose of exchanging her certificate of enrollment for a register, to entitle her to clear for a foreign port, and she was afterwards towed from Port Angeles to Departure bay by a British tug, under the contract made with the master of the Pilot. Section 4370, Rev. St., is the same as the twenty-first section of the act of July 18, 1866, entitled "An act to prevent smuggling, and for other purposes." 14 St. at Large, 183, as amended by the act of 1867, found on page 410 of the same volume. It reads as follows:

"Sec. 4370. All steam tug boats, not of the United States, found employed in towing documented vessels of the United shall be States plying from one port or place in the same to another, liable to a penalty of fifty cents per ton on the measurement of every such vessel so towed by them respectively, which sum may be recovered by way of libel or suit. This section shall not apply to any case where the towing in whole or in part is within or upon foreign waters.

Originally the section contained no exceptions. The last clause was added by the amendatory act. The exact question now presented for decision is this: Does the mere fact that a vessel, in making a passage of the strait, crosses the international boundary line, legalize a towage service which would be a violation of section 4370 if performed wholly on the American side? This strait is an arm of the sea, wholly within the jurisdiction of the United States and Great Britain, as part of the territory of the two countries, and is not, like the open ocean, a free highway for the ships of all nations. By treaty stipulations the boundary between the two countries is upon a line following the middle of the strait, and all that part of it north of the middle is British water, and all south of the line is American water. But by the treaty the entire strait is free and open to both countries for purposes of navigation, so that the vessels of each are free to sail anywhere in the strait, upon either side of the line. It is my opinion that, while this treaty remains, no part of the strait can be regarded as foreign waters to either American or British vessels, (The Apollon, 9 Wheat 362;) and further, that the term "foreign waters," as used in section 4370, means water under the exclusive dominion of a foreign government for all purposes. My conclusion is that foreign tugs are not privileged to tow American vessels bound from one American port to another on either side of the strait, and that a penalty has been incurred by the tug Pilot as charged in the libel in this case.

[* This decision in its applicability to the connecting waters of the Great Lakes, is worthy of the closest consideration.] ED.

THE TWENTY-ONE FOOT CHANNEL.

A delegation of representatives of the Deep Waterway Convention held in Detroit in December last, was given a hearing last week before the House Committee on Rivers and Harbors and the Senate Committee on Commerce in joint session, the committees having in charge the preparation of the regular river and harbor appropriation bill. The purpose of the delegation was to urge the construction and maintenance of a twenty-one foot channel from the head of Lake Superior through the various connecting links between the Great Lakes and through the Erie Canal to the sea.

George H. Ely, and Geo. Gardner, of Cleveland, S. A. Thompson, of Duluth, General O. M. Poe, Engineer Corps, U. S. A., H. W. Seymour, of Sault Ste. Marie, Ex-State Senator George R. Sloan, of New York and several other prominent authorities on lake matters, dwelt forcibly on the several questions involved and proved the economy progress and prosperity which would ensue from such action. Mr. Thompson who is a thorough master of statistics stated that the total expenditures in improvement of the Great Lakes had been less than $30,000,000. The saving in the last year due to lake transportation was $150,000,000 more than the cost of improvement. All that had been accomplished in the past by giving sixteen feet of water would not only be duplicated but enhanced ten-fold by the expenditure of something over $3,000,000 to secure a depth of twenty feet. He thought little need be added to secure the appropriation desired.

MARINE LEGISLATION.

Mr. Andrew introduced a Bill to amend the Revised Statutes of the United States so as to allow the purchase and registry of foreign-built ships by citizens of the United States for employment in the foreign carrying trade.

Mr. Stephenson introduced the following Bill: "That the sum of two hundred and seventy-five thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of constructing two first-class revenue cutters for service on the Great Lakes, one for service on Lakes Michigan and Superior and one for service on Lake Ontario."

Mr. Wheeler, of Michigan, introduced a bill for the construction of a steam fog signal and pier-head light and steam fog-signal station at Ludington, Michigan.

Mr. Newberry introduced a Bill for the improvment of the United States Marine Hospital at Chicago, Ills., asking that the sum of seventy-five thousand dollars be expended by the Supervising Architect in the construction of a surgical operating room, a brick wall on the north and south sides of said reservation, commandant's house, chapel, greenhouse, and for completion of approaches and the roadway on the west front of said property.

A bill has been introduced in the House of Representatives asking that certain work reported by Major Stickney needed for the improvement of navigation in the Niagara river, and in the Harbor of Port Day, and reported to the House by General Casey on January eleventh, and referred by the Speaker to the Committee on Rivers and Harbors, be ordered, and the work be entered upon at once.

THE MARINE RECORD FOR ONE YEAR

—AND—

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THE Acting Secretary of War, upon the recommendation of the Chief of Engineers, has laid before the Speaker of the House of Representatives the letter from the Cleveland Vessel Owners' Association, asking that proper steps be taken for the removal of obstructions in the lake channels and fairways. A number of locations where reefs shoals and boulders now exist are pointed out and specified, and it is strongly advocated to fit out a twin screw survey steamer for the removal of obstructions, and furnishing observations for the correction of lake charts, which are in many respects lacking in authentic and recent information of these waters.

CLEVELAND VESSEL OWNERS' ASSOCIATION.

ORGANIZED IN 1880.

(Membership 1890.)

One hundred and thirty-eight steamers, and One hundred and thirty-two sail and barge, } Aggregating 245,703 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews, and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

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THE MARINE RECORD.—OFFICIAL PAPER.

NEWS AROUND THE LAKES.

CLEVELAND, O.

Main street bridge is to be altered so as to leave a channel 92 feet between the pier and the east side of the river, the improvement will cost about $25,000.

Captains L. H. Stone of Vermillion, J. E. Miles of Cleveland, and C. H. Woodruff of Sandusky have become members of the Cleveland lodge E. M. B. A.

The Lehigh Valley Line steamer Cayuga comes out of the Ship-Owners Dry Dock to-day, and the lighthouse tenders Amaranth and Dahlia dock there.

Work on the rebuild and extension of the Cleveland Dry Dock is being pushed along rapidly and it will be again ready to receive vessels by the time navigation opens.

All the members of the court martial called to deal with the Major L. C. Overman case were on hand Wednesday morning and the court went into open session in the Hollenden Hotel.

A party of United States lighthouse officials visited the yards of the Cleveland Ship Building Co. and the Globe Iron Works Co. on Tuesday, they were one and all enthusiastic over the excellence of construction and the modern shipyard facilities which they found in full working order.

The annual meeting of the stockholders of the Ship-Owners Dry Docks was held on Tuesday, and the board of directors re-elected, as follows: Capt. Thomas Wilson, Robert Wallace, H. D. Goulder, H. D. Coffinbery, Capt. George Stone, Capt. Peter Minch and Valentine Fries. The officers were also re-elected. President, Capt. Thomas Wilson; vice-president, Capt. George Stone; general manager, George L. Quayle; secretary, Gustave Cold.

At the office of the local inspectors may be found candidates undergoing examination for masters', pilots' and engineers' licenses almost every day, in addition, tests are being regularly made of the ductile, elongated, elastic limit and tensile strength of steel plates, this week samples of boiler plate for boilers now building at Erie, Pa. have been tested, and as they are intended for the Charlestown, Mass. Navy Yard, a most exhaustive test has been made of each sample.

Joseph R. Oldham returned from Buffalo Wednesday, where he had been inspecting the construction of the new Anchor Line steamer building at the yards of the Union Dry Dock Co. She is now about half floated and will probably be completed the first of the fleet now under construction. Mr. Gaskin, superintendent of the Union Dry Dock, is making excellent progress, and the work is classed as being equal to the best iron or steel construction in the shipyards of the world; this, from competent authority is certainly gratifying

Mr. John F. Pankhurst, general manager of the Globe Iron Works Co., says that "Lake shipbuilders have not the slightest inclination to sit idly by and let legislative matters shape themselves into the proper channels, perhaps a quarter of a century hence. A movement is now on foot looking towards concentrated action in the matter of naval construction on the Great Lakes and the ruling by which a Michigan shipbuilder was debarred from competing with our brethren on the coast will be closely inquired into." Mr. Luther Allen is also of the opinion that the clause of the 1817 treaty prohibiting the building of any naval vessels on the lakes, if still in force, can not be abrogated too quickly. It has been suggested to hold a convention of shipbuilders in Cleveland next Monday if preliminaries can be arranged in time.

The Cleveland Yacht Club held a well attended meeting on Wednesday night with vice-Commodore Huntington in the chair, fourteen applications for new membership were received and twelve extra shares of stock were taken up by old members of the club whose yachting enthusiasm has been revived on account of the action taken on the construction of the new club house. Architect J. N. Richardson has visited Lake Ontario and Lake Erie ports inspecting the yacht club houses and favors the plans on which the Detroit house is built, preliminaries are now almost arranged for the new house, and the building committee will take action at an early date.

The committee on the classification of steamers appointed at the annual meeting of the Vessel Owners' Association have framed a schedule of wages for each class on a liberal basis. It was thought that the list would be ready for printing after Wednesday's meeting of the committee but there are a few items yet to adjust. The owners are disposed to make the basis of the classification satisfactory to the engineers, as the outlook for the coming season is fairly good. It is a satisfaction to learn that no friction will be found to exist on the lines laid down by the committee on classification as its clauses seem to be equitable on all sides.

The trial of the suit of the Bradley Transportation Co. against the Western Transit Co. in the United States District Court is attracting a great deal of interest among vessel men and Judge Ricks court room has been well attended all the week. The suit is for a larger amount than any admiralty case that has been tried in this city. It grew out of the collision between S. J. Tilden and the propeller Arabia in St. Clair River, just below Port Huron, on the night of October 23, 1886. The Tilden had been lying at anchor and was being picked up by the propeller J. S. Fay, which already had the D. P. Rhodes in tow when the Arabia, downward bound, ran into her. The Tilden sunk shortly afterwards. The Bradley Transportation Co. were the owners of the Tilden and they filed a libel against the Arabia, claiming $29,000 for the loss of the vessel, $3,937.50 for the cargo of ore which she had on board, and $1,890 for the loss of freight charges, a total of $35,827.50. The owners of the Arabia, the Western Transit Co., place the blame for the collision upon the Fay and the Tilden and deny that their vessel was at fault. They filed a cross petition asking for $6,489.99 for damages sustained by the Arabia in the collision. Expert evidence on both sides made an interesting trial for the onlookers.

At the shipyard of the Globe Iron Works Co. I find the two lighthouse tenders for ocean service nearly all plated, the Lilac numbered 44 by the builders is housed in, and work is carried on in all weathers, the lines of the two vessels may now be seen and it is safe to say that more handsome little craft have never been put afloat, one of these vessels is for the Pacific Coast and a slight but important addition will be made on her upper works in the form of a bustle, the bar at Portland, San Francisco and the entrance to the Straits of Juan de Fuca show not unfrequently a lumpy following sea, and Commander Nicoll Ludlow now stationed at Chicago was well pleased on inspecting the recent change of plans to note the addition. He is thoroughly conversant with the requirements on the Pacific Slope, and considers this protection aft of great benefit to the vessel. The yacht fitting out to the order of Mr. Hanna is now under the immense new sheer legs, her boiler is on board and the finishing work progressing fairly brisk, though nothing but the best "goes," these sheer legs by the way are painted in the navy dock yard style and show the character of the works even at a distance. No. 48 the new Minnesota Co. boat is all in frame, stem and stern-post up and plating ready to go on. The same activity is noted in the engine building and boiler shop departments of the "Globe," and there is no let up to the daily hum of progressive construction and workmanship carried out in each branch of these extensive works.

CHICAGO, ILLS.

Special to The Marine Record.

J. J. Linn, of Port Huron, was in this city for a few days last week..

Capt. John Kelley, of East Saginaw, is visiting in this city for a few days.

Alex. McDougall, of West Superior, was in Chicago last Thursday on business.

Capt. Furry, the new commander of the steamer Emily P. Weed, is here getting her loaded.

Capt. A. L. Fitch, of the firm of Elphicke & Co., vessel agents, intends paying Cleveland a visit this week.

Elphicke & Co., vessel agents, chartered the steamer Emily P. Weed for wheat to Buffalo at 4½ cents for storage and delivery.

Capt. John Prindiville sold the side-wheel steamer Corona for the Goodrich Transportation Co., to J. J. Warde, of Chicago; consideration $15,000.

The schooner Rosabelle was sold by Frank Davison, vessel agent, for W. B. Phillips and Capt. C. M. Elson to Capt. N. P. Petersen, Sheboygan, Wis.; consideration $2,750.

Capt. John Prindiville, vessel agent, chartered the barge A. Stewart for rye to Buffalo at 4¾ cents for storage and delivery, also the steamers Philip Minch and Sitka for wheat to Buffalo p. t. for storage and delivery.

Hugh McMillan, agent of the Western Transit Co. at this port, has returned here after spending a vacation for five weeks in southern California.

At the Chicago Dry Dock Co.'s the steamer Peerless of the L. M. & L. S. Transportation Co. is in dock for a general overhauling and considerable repairs.

Harry Channon, Jr., of the firm of H. Channon & Co., ship-chandlers, left Chicago Friday on a trip to the far West. He will visit Denver, Arizona and other cities.

James Mowatt, superintendent of the Chicago Dry Dock Co., returned home Sunday from a few weeks vacation in the South. He is looking and feeling first rate.

Capt. William J. Patterson, nothing discouraged by the recent loss of his steamer Newsboy, entered the bonds of matrimony last Thursday. I wish them much happiness and all the blessings imaginable.

It is reported that the steamers Ossifrage and Lora will come here next season and run between Chicago and St. Joseph. The L. M. & L. S. Transportation Co.'s dock at Rush street bridge is named as their place of starting and arrival here.

Henry Beatty, of Toronto, manager of the Canadian Pacific R. R. Line of steamers, passed through Chicago Tuesday on his way to West Superior, where he is having two whalebacks built for package freight boats to run between Gladstone and Buffalo.

The Marine Trade and Labor Council of the Great Lakes held a meeting Tuesday night at their hall on Canal street. Invitations were extended to all marine labor organizations around the lakes to attend a convention to be held in Chicago in April next.

Chicago is to have a new firm of vessel and insurance agents under the style or firm of Burton, Calbick & Cook with offices at 23 Sherman street. L. L. Burton is from Detroit and is general agent for the Cincinnati Underwriters of Cincinnati, the other members of the firm are Capt. J. A. Calbick, of Chicago, late with P. H. Fleming & Co. and H. M. Cook, vessel-owners of Michigan City. Capt. Calbick will make a specialty of insurance wrecking.

Capt. J. J. Hatch is here from the Atlantic Coast on a vacation. He has been on the whalebacks 110 and Colby since last spring in the coal trade between Chesapeake Bay and Eastern ports. He says they kept going all the time regardless of the weather without having to run for shelter. The captain is looking and feeling well and hearty and is in excellent spirits. He seems to think the whalebacks good safe boats. He says the steamer with her consort towed from Chesepeake Bay to Boston and encountered a teriffic gale from the northeast, leaving a fleet of 125 sail and steam vessels weather-bound in Hampton Roads.

The seventeenth annual ball of the M. E. B. A., No. 4, at Brand's hall Wednesday evening, January 27th, was largely attended and was a great success. The grand march in which about 200 couples joined was led by Engineer M. Downer and his wife. C. P. Munro's orchestra dispensed excellent music, and dancing was kept up with great spirit and a thoroughly enjoyable evening was spent. Immediately prior to supper, masters Artie and Harry Downer, sons of Engineer M. Downer, who were very tastefully dressed in Highland costumes displayed great ability in fancy dancing, which included a Highland fling, sailors hornpipe, etc., and the little fellows' excellent dancing was highly appreciated and gained much applause.

WILLIAMS.

LUDINGTON, MICH.

Special to the Marine Record.

The Boom Co.'s tug, Ida M. Stevens, is getting a thorough rebuild. L. Larson is doing the carpenter work. Capt. Ed. Moran and Engineer James Ash who worked the Stevens last season will take charge the coming season.

George W. Roby, owner of the steamer of that name, has been at the residence of George N. Stray in this city for the last two weeks dangerously ill, he is on the gain some at present, and it is hoped he will pull out all right.

George Morency, keeper of the Life Saving Station at Grand Point, Au Sauble, will be transferred to Frankfort Life Saving Station. George W. Wilson, who has been number one surfman for the past three years at the Point, is going to get the appointment as keeper of the Point Station. George W. Wilson before he came to the Point as surfman, had served four years on the U. S. N. steamer Michigan; all of his old shipmates will remember him on the Michigan, and be pleased to know of his promotion in the service.

The F. & P. M. R. R. Line of five large steamers are making some very quick trips between here and Milwaukee, and between here and Manitowoc. They bring flour and grain from the west and take back salt. They employ about 300 men in their freight house here. The ice has not bothered them any to speak of on the shore so far this winter. Capt. Robinson of the steamer Petoskey last season, is now master of the steamer F. & P. M. No. 2; he is a first class man and we are glad to see him there. Mr. Wratten is superintendent of the F. & P. M. Lake Line; the company never had a man who acted as superintendent of their line of steamers at this end of the route until this last season. The captains in the Line claim it is an improvement over the old way, their port work being facilitated and freight handled with precision as to time and place.

NESTOR.

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the Navigation and carrying business of the Great Lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public, to protect the common interests of Lake Carriers and promote their general welfare.

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THE MARINE RECORD.—OFFICIAL PAPER.

KINGSTON, ONT.

Special to The Marine Record.

The Canadian Marine Association met in Toronto on February 3rd, for the election of officers and other business.

Inglis & Hunter, of Toronto, have commenced work on the new feathering wheels for the steamer Empress at Picton.

The Canadian Minister of Marine has decided to place a steam fog whistle on Nine Mile Point, and as soon as parliament opens a grant will be asked for that purpose.

The many friends of Mr. M. H. Folger, Sr. will be sorry to learn that he is confined to the house with a very severe cold. His son B. W. Folger, Jr., the popular passenger agent of the firm is down also with la grippe.

Mr. A. Gunn, the president of the K. & M. F. Co., was defeated on Thursday in the election for member of the House of Commons, and the principal cause was the action of his company last year in trying to divert a large share of the grain forwarding business of this port to Ogdensburg, although Mr. Gunn is a very popular man this cry was used against him with great effect.

The Canadian Marine Engineers' Association held its annual meeting at Toronto and the following officers were elected for 1892: President, F. E. Smith; first vice-president, E. W. Fox; second vice-president, P. J. Kenney; council, R. Hughes, S. Gillespie, D. L. Foley, J. J. Kenney and P. Quinn; treasurer, J. H. Ellis; secretary, S. A. Mills; inside guard, J. Adams; auditors, J. Harrington and J. D. Banks.

Among the many able articles which your paper of last week contains, none has given rise to more comment from the mariners in this section than that headed "A Revelation in Lights," and I would like to give you the views of some of the leading mariners on this question. During the summer season that portion of the St. Lawrence River between Kingston and Ogdensburg is much frequented by small steamers which run in and out among the Islands in all directions, and as the steamers from the head of the lakes bound to and from Montreal and Ogdensburg use the same channel, it is very important that the lights carried by these steamers should be uniform and well defined. For the past few years Rule 7 of the American Pilot rules has been enforced by the local steamboat inspectors according to their understanding of it, and as Canadian steamers carry the lights provided by the Canadian navigation act (the provisions of the latter being precisely those of the International law of the rules of the road) some very amusing combinations of steamer's lights may often be observed. Your valuable article above referred to reads that "*all* lake steamers are to carry a central range of two white lights." Now sir, the mariners in this section do not understand Rule 7 to mean this, and it is evident the United States Local Inspectors do not, either. Rule 3 enacts that "all ocean-going steamers and steamers carrying sail shall, when under way, carry" the masthead light and usual sidelights. Now Rule 7 reads that "all coasting steam vessels and steam vessels other than ferry-boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule 6 shall carry the red and green lights and a central range of two white lights." Now, it seems evident that vessels carrying sail are "otherwise expressly provided for" by Rule 3, and if not they ought to be, for it is patent to any nautical man, that range lights can not be used on any of our lake steamers that carry sail, and from observation it is evident the local inspectors understand Rule 7 not to require the latter to carry the range lights; any night almost, between Clayton and Alexandria Bay the following different systems can be seen: A Canadian lake steamer carrying the usual masthead light over twenty feet from the deck and the colored sidelights; an American lake steamer with the same lights and in addition a stern light on a pole showing all around the horizon, but these can not be called range lights as the forward light is the highest; an American excursion steamer with a bright light on the stemhead (often within 5 or 6 feet of the water), the usual sidelights, and an after range light fifteen feet above the forward one. Now these excursion steamers are generally ablaze with lights of all sizes and shapes. One of the Alexandria Bay steamers, (and by no means the slowest boat on the river) is lit with sixteen incandescent electric lights hanging underneath an open shade deck, without a screen or shade of any sort to hide the lights from an approaching steamer, it is therefore simply impossible to use the necessary judgment needed in the navigation of the river when passing steamers of this class, as Rule 7 places the forward light fifteen feet lower than the after light, the inspectors have placed the aforesaid light on the stemhead, which in many of our river steamers is just seven feet lower than the sidelights. Again, as the sidelights are generally placed abaft the wheelhouse on the shade deck, often fifty feet from the stem, the pilot on some of our small steamers approaching a large steamer, standing at his wheel within three feet of water level, sees the sidelights of the approaching steamer on the same plane of vision as the bright light on the stemhead, and as the bright light is a powerful light to be seen five miles its rays often completely hide the less powerful sidelights, for this reason it is not desirable to carry the forward light on the stemhead, and the American pilots themselves say that the rays of light dazzling at the end of the spearpole often obscures their vision. One of our most successful masters of excursion steamers informs your correspondent that if something is not done to prevent this wholesale lighting up of excursion steamers on the river there will be an accident happen some day that will convince owners that the lights of the "Rules of the Road" and no others should be carried from sunset to sunrise if they want their steamers safely navigated.

MAGNET.

ALGONAC, MICH.

Special to The Marine Record.

In cruising the rivers from Port Huron to Detroit, I find the steamer Hiawatha receiving extensive repairs, including new bottom planking, etc.; also a small steamer building by Jenks & Co., for their own use at Port Huron. At St. Clair, Simon Langell is building a handsome steam yacht on contract, and he is doing considerable repair work on the vessels. Marine City is, as usual, well to the front, Capt Robert Holland is building a steamer and tow barge for N. & B. Mills; the dimensions of the former are 152 ft. over all, 140 ft. keel, 30 ft. beam and 9 ft hold. Langell has the credit of putting together an honest, staunch, well-built craft, and from my own observation this steamer is one of his best—all first quality timber well supported with steel cords and arches, three bilge keelsons on each side 12 by 12, steel cords running along each side main keelson 5 by ⅝ and the entire construction followed up on these lines. She will be housed in forward, pilot house and texas, two spars, but only carrying canvas on the foremast, iron boiler house, engine steeple compound 15, 30, 28, built by Trout of Buffalo, and boilers 8 by 13 feet, from Love & Schofield's, Port Huron; she will be ready for business April 15th. The barge is being built equally strong, her general dimensions are 207 feet over all, 191 ft. keel, 36 ft. beam, and 13 feet 6 inch hold. She will carry three spars, have six hatchways 8 by 15 feet in the clear, center board, and fitted out with the well-known reliable "Providence" windlass from the American Ship Windlass Co., Providence, Rhode Island. At Curtiss & Brainard's yard a fine new steamer is nearing completion. Her general dimensions are 257 feet over all, 245 feet keel, 41 feet 8 inches beam, 21 feet hold, engines fore and aft compound, 27 54, 42, two boilers 9½ by 14 feet, built by the Phoenix Iron Works, Port Huron. The steamer is to the order of her builders, and will be ready for business at the early opening of navigation. At Morley's yard, about half the frames are up for a steamer 255 feet over all, 42 feet 5 inches beam and 24 feet hold. Mr. Hill, the well-known builder, is giving this steamer more than his usual care, nothing but the best of material and workmanship is allowed in her construction, and time is taken to see this is strictly enforced. There is also a large dredge and two new dump scows under construction as well as a lot of repair work on craft in winter moorings. At Algonac shipbuilder Smith is constructing for Comstock & Co., vessel-owners of Alpena, a fine staunch tow barge for the lumber trade. Her general dimensions are 159 feet over all, 147 feet keel, 30 feet beam, and 12 feet hold, capacity 600 M.feet, she will have two spars, top gallant forecastle, and be thoroughly fitted out for her special trade. She will be ready for the early opening of navigation. and will be one of the best barges afloat on fresh water.

PARKER.

SAGINAW, MICH.

Special to The Marine Record.

The National Boiler Works, and Bay City Iron Works are putting new machinery entire, in the tug O. S. Rummage.

Captain M. Mahar, will again command the steamer Sanalac, between this port and Cleveland in the package freight trade.

Captain James Elderidge, who is spending the winter at Duluth will have charge of the tug H. B. Abbott at Tawas the coming season.

Carkin, Stickney & Cram, the dredging contractors have taken leave of us and their shipyard will hereafter be located at or near the "Soo."

The schooner Constitution, owned by A. A. Pinet, of this city is receiving a general rebuild, new deck and deck frames, covering board etc. at a cost of about $4,-000.

There is a fair demand for lumber here and several large blocks have changed hands recently. The prospects for the opening of navigation seem to be as favorable as 1891 or a little better.

Captain Dan Ryan, of the schooner Ida Corning is putting new rails and stanchions on his vessel this winter which was necessitated by his collision with the steamer Britannic last summer at Ashtabula.

The old steambarge Wm. Cowie, which was burned in the fall of 1890 and has been lying at Cheboyganning Creek until last fall, finally found herself owned by a Mr. Steel, who not finding her such a "plumb" is now taking out the motive power.

A. F. Bartlett & Co., are building for Carkin & Co., one of the largest dredging machines in the world, hydraulic all around and dipper capacity of six yards. The hull is now here and the machinery will be placed in position ready for the opening of navigation.

Parties are figuring on a new Line of passenger boats between Bay City and Saginaw for next season. We now have three lines of railroad running hourly trains on both sides of the river, and my opinion is that the people will soon go the way of Brother Armstrong and his "Line of Boys,"—Worlds Fair.

Captain James Reid, the wrecker is happy once more he having finally succeeded in getting his big tug Sea Gull into the river on Monday, after lying outside in the ice for nearly a month. It will be remembered that Captain Reid attempted to go to the release of the schooner Minnehaha, but, when about three miles out was compelled to turn back on account of the heavy ice on Saginaw Bay, in doing so, he broke one of the blades of the 12 foot wheel and the next morning was frozen in solid. Captain Reid not to be done up in this way proceeded to have a new blade cast, taken out on the ice and replaced the broken bucket by divers, sawed and plowed and got her to the Bay City dry dock as above stated. The trip of the Sea Gull is without precedent in these parts. She forced her passage through ice from 12 to 16 inches in thickness and had very little difficulty in making her way after getting under motion, as her immense weight running up onto the ice would break it up into all manner of shapes and sizes. Truly the big tug has the honor of making the only trip of the kind on record.

ILO.

A WATERWAY TO THE COAST.

A Bill has been introduced appropriating $110,000,000 for a canal from the lakes to the seaboard; a survey is, however, all that is asked for as yet. The routes have so far been proposed. All of them go by the way of Albany and the Hudson river to New York. One contemplates the deepening of the Erie canal to twenty feet, another includes a ship canal from Lockport, N. Y., around Niagara Falls to Lake Ontario, thence through Ontario to Oswego, thence by canal down the bed of the Oswego river to Lake Oneida, thence along the bed of the Mohawk River to Albany. The third also includes a ship canal around Niagara Falls, but leaves Ontario at Ogdensburg, reaching Albany by the way of the St. Lawrence and Lake Champlain. This route is not only much longer, but is inadvisable because 100 miles of it lies through Canadian territory. The Oswego route is considered not only the most practicable, but the most expensive, it being estimated that it would cost from $100,000,000 to $110,000,000, while the Erie canal route would cost in the neighborhood of $200,000,000.

The lowest bid for the construction of a steam propeller to be named the Hudson, for the revenue marine service, was that of John H. Dialogue, of Camden N. J., at $36,500 for the vessel, according to the specifications, and $150 for each additional foot in length.

An effort will again be made in Congress to direct the secretary of the treasury to repay all masters, engineers, pilots and mates the amounts paid by them for certificates of license, when dues were collected for such papers. A bill to that effect has been introduced in the house by Mr. Caruth.

EFFECT OF THE GULF STREAM.

(*John Elliott Pillsbury, in The February Century.*)

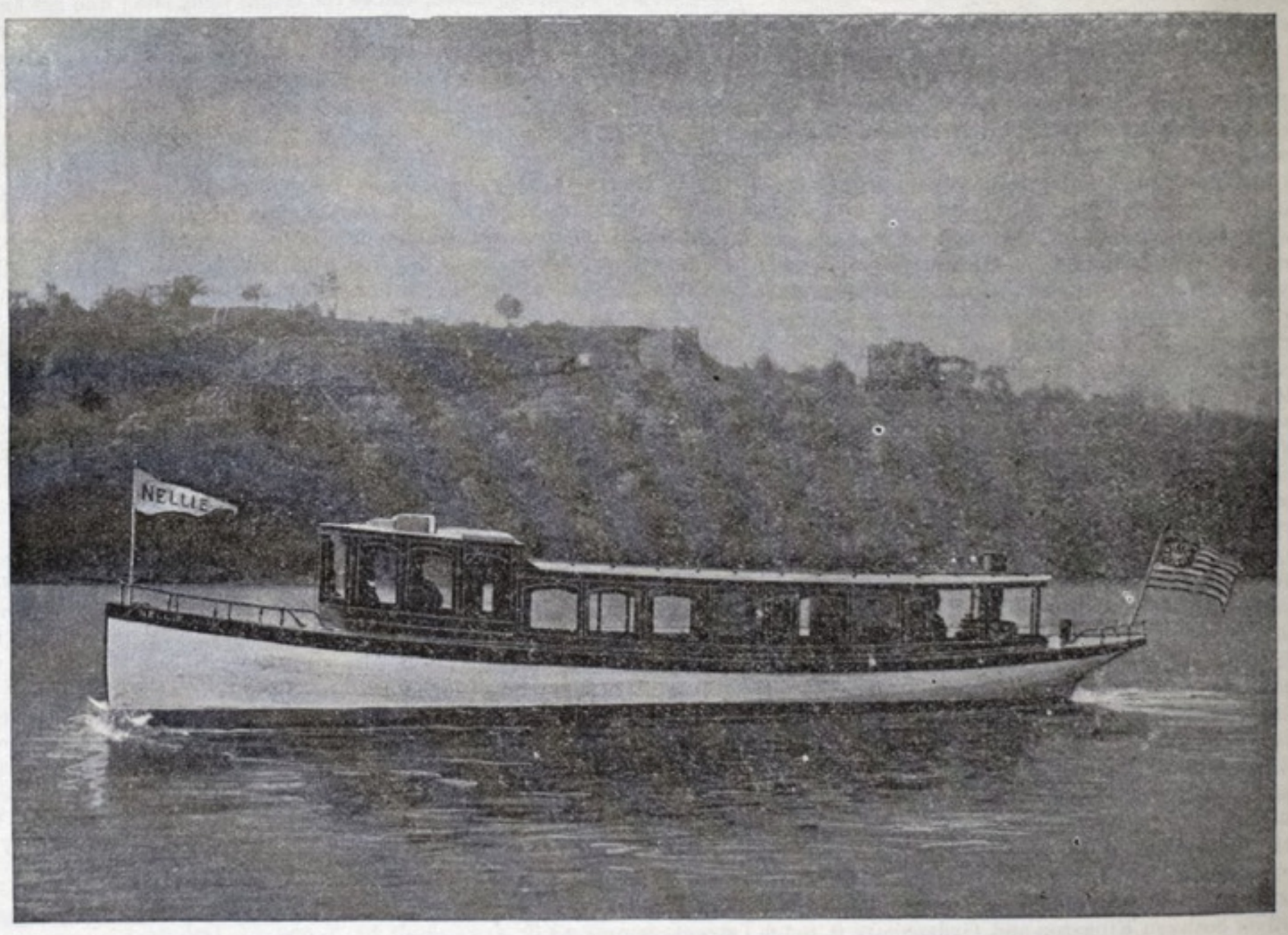
The question is often asked, To what extent does the Gulf Stream modify the climate of the United States? To its supposed erratic movements is laid the blame of every abnormal season. There is every evidence that the Gulf Stream is governed absolutely by law in all its changes. The course through the ocean is without doubt fixed. Its fluctuations are by days, by months, by seasons, or by years, and they do not vary materially one from the other. Its temperature changes, depending upon the relative heat of the tropical and polar seasons, and upon the strength of the producing trade-winds. The warm water may be driven toward the shore by the waves caused by a favorable wind, but the current remains in its proper place. The warm water gives off a certain amount of heat to the air above it, and if this air is moved to the land we feel the heat. The presence of the warm water on the coast of Europe would in no way modify the climate if the prevailing winds were easterly instead of westerly. If the prevailing winds of New England in winter were southeast instead of northwest the climate would be equal to that of the Azores Islands, mild and balmy. For the cause of abnormal seasons we may look to meteorology. The current is in its place ready to give off the heat and moisture to the air whenever the demand is made upon it, but by the erratic movements of the air this heat and moisture may be delivered at unexpected times and seasons, and thus give rise to the erroneous belief that the Gulf Stream itself has gone astray.

NAPHTHA LAUNCHES.

THE WIDE APPRECIATION WHICH THE NAPHtha launch is now receiving in yachting and pleasure circles has prompted us to obtain from the Gas Engine & Power Co., Morris Heights, N. Y., a cut of one of their handsome little craft which we herewith illustrate for the benefit of those who have not given that attention to the naphtha motive power which the industry is so justly entitled to.

The cut shows a 53 foot cabin cruising naphtha yacht carrying a 16 horse power motor which weighs only 800 lbs and consumes from five to six gallons of naphtha per hour. Besides the cleanliness of the motive power and the speed which may be obtained from its use, it is held forth as one of the strongest points in its favor that it requires no trained experience to handle properly the perfect little engines with which the yachts and launches are furnished, so that anyone after an hours experience may control the speed and conduct the boat wherever it may be desired, without the aid of a licensed engineer or pilot. Indeed, judging from the vast number of personal letters which the manufacturers seem to be loaded down with, there is no occasion for the person using a naphtha launch to have even a superficial knowledge of mechanism, ordinary care and intelligence having been found amply sufficient to work the engines under all circumstances.

These naphtha launches and yachts are now in use in all parts of the world and are built from 18 to 53 feet in length, elegantly fitted and furnished and pronounced by careful judges to possess superior qualifications in speed, buoyancy, sea-worthiness and facility in handling, and as the engines are placed well aft in the stern of the boat there is more space for seating capacity and deck room generally than can be found in any similar class or sized tonnage. The adoption of these launches by the several Government departments is borne witness to by the Corps of Engineers, U. S. A. using them in connection with their River and Harbor work, the Coast and Geodetic survey, also in Hospital and quarantine service and it would now appear that for protec'ed waters the naphtha launch will supersede steam entirely.



THE ATLANTIC MUTUAL INSURANCE CO.

The annual statement of the Atlantic Mutual Insurance Co. adds one more to the long line of annual reports, all going to show the excellent skill and judgment devoted to the company's interests by President John D. Jones, Vice-Presidents W. H. H. Moore, A. A. Raven and J. H. Chapman as well as those who so ably second them in the work. Six per cent. interest on the outstanding certificates of profits will be paid on or after February 2nd. On the same date the outstanding certificates of the issue of 1887 will be redeemed and paid. A dividend of 40 per cent. is declared on the net earned premiums of the company for the year ending December 31, 1891. In these and many other ways the company once more confirms its right to the leading position which it has long held in the inland and marine transportation insurance business.

It is already well known that the profits of the company revert to the assured and are divided annually upon the premiums terminated during the year, thereby reducing the cost of insurance to the lowest possible figures consistent with the safety of the inclusive business for which the company was organized in 1842, and its half century of existence merits the widest appreciation of the assurer and assured.

Notes.

A STEAMER is being built at Glasgow designed to beat the transatlantic record. With a length of 630 feet and a beam of only 70 feet very fine lines are obtained; and about 200 feet of the ship are devoted to boilers and bunkers. The engines are a pair of triples with four cylinders each, driving twin screws, and rated at 33,000 horse power.—*Power New York.*

THE STRATTON SEPARATOR CO., of 32 Cortlandt street, New York, have recently furnished to the Columbian Iron Works & Dry Dock Co., of Baltimore, Md., several large separators for use in the new cruisers Nos. 9 and 10, which they are now constructing for the Government. These separators are of the naval type especially constructed with steel shells and brass heads to meet the requirements of the United States Navy.

IN the article contained in our last issue from the pen of Mr. John Maurice on "Short hand method to find the magnetic force of a vessel," the example should read SW—10° 30′ NW—19° 30′ the minus signs having been omitted through a typographical error, those of our readers who are following the discussion closely will kindly note the correction so that the series of articles will be strictly intelligble in each particular.

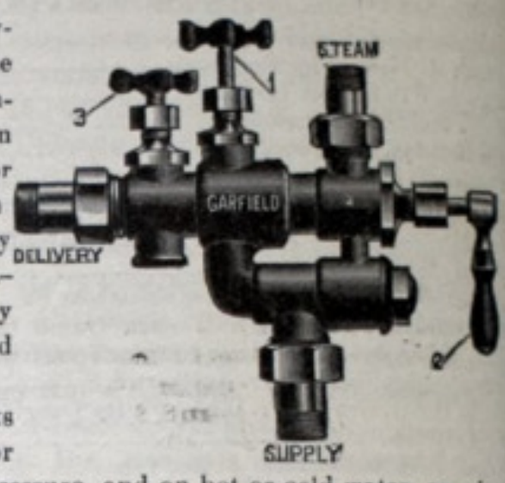
A GERMAN authority states that four-fifths of the steam engines of the world have been constructed within the last quarter of a century. The total horse power of these engines is estimated at 49,000,000, of which the United States takes the lead with 7,500,000, Great Britain 7,000,000 Germany 4,500,000, France 3,000,000 and Austria 1,500,000. Considering that the horse power of an engine is equivalent on an average to the power of seven men, the world's steam engines represent the energy of 1,000,000 000 men, or double the number of workers in the world.

JUDGE BROWN, sitting in the United States Circuit Court, New York, last Thursday, handed down a decision in the famous suit brought by Frederick W. Vanderbilt for the possesion of his British built steamyacht Conqueror, which was seized by the Collector of Customs for non-payment of duties. The decision of Judge Brown is to the effect that the vessel is not an "imported article" subject to duties, and, such being the case, he considers her seizure for custom duties illegal, and holds that Mr. Vanderbilt is entitled to a decree for possession of the yacht with costs and damages.

THE report of Eleventh Lighthouse District, from Capt. O. F. Heyerman, Inspector, and Col. William Ludlow, Engineer Officer of the Eleventh Lighthouse District, which embraces Lakes Huron and Superior, upon the bills for aid to navigation recently prepared by the delegation of vesselmen from Cleveland, and introduced in the Senate by Mr. Brice, and in the House by Mr. Vincent A. Taylor, is now before the committee. The report states, "all the aids designated are desirable and necessary for safe navigation and guidance on the lakes, and all should be established." The officers recommended, however, that if all cannot be granted and a choice must be made, the proposed lights on Traverse Island, and Rock of Ages, may be postponed to a later time, these being in their opinion less important than the others. The belief is expressed that the estimate of cost appended to each item in the bill will be sufficient for its construction before the Committee.

DOUBLE JET INJECTOR.

THE ACCOMPANYING CUT ILLUSTRATES THE Garfield Double Jet Injector, manufactured by the Garfield Injector Co., Wadsworth O. This Injector is designed specially for high lifts, and for working water of high temperature.



There being no movable parts in the inside of the Injector depending upon the action of steam or water for their proper movemen makes it absolutely positive in its operation, and if properly attached and operated cannot fail.

The Injector works equally well lifting or taking water under pressure, and on hot or cold water as circumstances r quire. They are always ready for work, starting as low as 10 lbs steam and requiring no adjustment for varying steam pressures. An important and convenient feature of the Injector is, that by removing the end caps all of the tubes can be removed for examination, or for cleaning without disturbing the pipe connections.

POSITION OF STEERING COMPASS.

Captain Lecky in his admirable "Wrinkles on Practical Navigation" "treating of the placing of a steering compass calls to mind a constant source of error which is somewhat frequently overlooked,— he says:"

"In a large vessel where, to gain power, the wheel is of considerable diameter—say 7 feet or upward—two steering compasses are absolutely necessary, each so placed, to starboard and port, that the helmsman may have the compass directly in front of him, no matter at which side of the wheel he may be standing. If there should happen to be but one compass, an error, due to parallax, will be introduced in the course. Looking at the compass, in an oblique direction causes an apparent change in the relative positions of the lubber-line and the marginal divisions of the card—the greater the clearance between the edge of the card and the compass bowl, the greater the error. Unless the helmsman can get the centre of the card and the lubber-point in one with his course, he is sure to steer to one side of it. Where, from the inconvenient closeness of a skylight, stanchion, or other deck fixture, a single midship compass is unavoidably placed very near to the wheel, or is so placed because the steersman's sight will not define the degrees at a greater distance, this error or parallactic displacement of the lubber-line is aggravated, amounting frequently to a quarter of a point. Now, in a moderate day's run of say 300 miles, in thick weather, this becomes a serious consideration, as it affects the ship's position at the end of it to the tune of 15 miles. Hence the necessity for a compass directly facing the steersman, which should be as far distant from him as may be compatible with distinct vision; and to this end its diameter ought not, in the case of a spirit compass, to be less than eleven inches."

Correspondence.

☞ We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

WORKING AN AZIMUTH.

EAST TOLEDO, O., January 30th, 1892.

To the Editor of The Marine Record.

In reply to "Beginner," in your valuable issue of January 28th I inclose the solution of his example with a few necessary explanations, wishing at the same time to remark that his example is incomplete, as the height of eye over the lake level from which the observation was made is not given, besides, if he wants to know how the sum ought to have bore by compass he ought to have given longitude, as the variation on Lake Superior changed from 1 degree west at the "Soo" to 11 degrees east at Duluth, in the example I have taken 15 feet for height of eye and the variation 2 degrees east.

I am at a loss to understand the motive of "Beginner" to give such a simple example for solution and can assure him that there are thousands of sailors on the lakes who can answer them correct. Try something deeper?

The accompanying diagram which you may insert or otherwise explains itself and shows that the azimuth angle is situated at the zenith, as one of the angles in the spherical triangle T. P. ⊙ of which the three sides are known inserting C for complement of latitude.

Then if we take Z for zenith distance.
" " " P for polar distance.
" " " S for ½ sum of the three sides. We have by simple rules of spherical trigonometry the formula. Sine ½ true azimuth $= \sqrt{\frac{\text{sine } (S - C) \text{ sine } (S - Z)}{\text{sine C sine Z}}}$

Latitude = 47° 01′ observed suns L. L. = 4° 50′ corrected Declination 7° 9′.

⊙ L. L. = 4° 50′ 00″	C = 42° 59′	log cosecant	= 0.16635
Dip = − 3 52	Z = 85 08	" "	= 0.00157
= 4 46 08	P = 97 09		
Ref = − 10 11	225 16		
4 35 57	S = 112 38		
Par = + 9	S − C = 69 39	log sine	= 9.97201
4 36 06	S − Z = 27 30	" "	= 9.66441
⊙ semi-dia = + 16 04			19.80434:2
⊙ true alt = 4 52 10		log sine ½ Azimuth	= 9.90217
Z = 85° 8		½ Azimuth	= 52° 58′

True Azimuth 105° 56′ W. Therefore "Beginner's" compass
Variation 87° W 2 E. ought have showed it 107° 57′
107° 56′ West, or West by South one-half South.

FRANK HENRICH.

THE MERCATOR PROJECTION.

ASHTABULA, O., February 2, 1892.

To the Editor of The Marine Record.

In an able article over the signature of "Spectator" in your issue of January 7th., I find the present lake charts, survey and construction spoken of in a very derogatory manner. After projecting several courses as worked out by inspection, and also by the Mercator projection, there seems to be little to grumble at in the present construction of the charts as the courses work out as they would in the Black Sea, the Baltic, or any other of our land locked waterways. This also touches somewhat our well-known friend Pearson's theory, who hardly admits the common rules of navigation to be tenable on the lakes.

But to come back to "Spectator" with his assertion that courses are intended to mislead as laid down on the charts I cannot agree. Allowing that the courses laid down on the charts are true, they work out in an air line all right as examples worked from the latitude and longitude given in the lighthouse book amply prove.

Now we all want to come up to the modern standard and use the Mercator projection if it is thoroughly proved that our charts do not practically cover that ground already. In furtherance of this view I project a course by Mercator from Buffalo to the (Dummy) light, Point Au Pelee, so that "Spectator" may see it work out all right.

Finding the course and distance from Buffalo to Point au Pelee Lake Erie.

Lat. of Buffalo	42° 53′	N. mer p'ts.	2854	Lon. 78° 53′	W.
Lat. of Pt. Pelee	41 52	N. mer p'ts.	2771	Lon. 82 38	
	1.01	mer diff. lat	83	3.45	

Now with the meridional diff. of lat. 83 and the diff. of lon. 225′ I find to correspond to course S. 70° W. nearly and distance 178 miles. Again to find the course—

as the mer. diff. lat.	83′ =	1.91908
is to radius of	45° =	10.00000
so is diff. of long	225′ =	2.35218
to tang. of Co. S. 70° 19′ W.		
which is about W by S. ¾ S.		10.43310

To find the distance—

As radius	90° =	10.00000
is to diff. lat.	61′ =	1.78533
so is sec. of course	70° =	10.47260
To the dist., 181 miles		2.25793

I have used the lat. and long. as found in the lighthouse book and presume those figures are authentic. Of course this does not give magnetic or compass courses, as found by mercator sailing, variation and deviation should be allowed for afterwards.

My question of last week ought to have read, alt. 24° 50′ instead of 4° 50′, the error was probably caused owing to my haste at the time of writing.. BEGINNER.

FINDING AND APPLYING DEVIATION.

ERIE, PA., February 3, 1892.

To the Editor of The Marine Record.

Replying to query of "Beginner" in your issue of 28th. inst. 'How to find the deviation and apply it correctly.' Observe a bearing of the sun by compass fitted with circle, at same instant note the apparent time, and also the direction of the ships head (by the same compass) with this, the apparent time, the latitude of the place, and either the sun's declination or the day of the month enter the table and pick out the corresponding time bearing, correct this for the variation, and the result will be the sun's magnetic bearing. The difference between the observed and magnetic bearings will be the deviation of the compass on that point on which the ship was heading at the time of observation, and will be marked either east or west according as the magnetic bearing is either to the right or left of the compass bearing. And if you desire to make a deviation card, swing your ship's head, say two points for each observation and work out each separately as before.

On October 11th., 1891, latitude 47° 01′ N. on Lake Superior, the longitude should be given because the variation of the compass in that latitude ranges from 0° to 11° also the time and the compass bearing of the sun should be given to complete the data necessary to find the deviation and then there will be no guess work in the matter.

As for the application of deviation take your course from the chart, correct this for variation, then apply the deviation for that course; always remember that the magnetic course is to the right of the true course by amount of westerly variation and to the left for easterly.

To familiarize oneself with this problem take a compass card marked with the degree circle, pivot a clock hand to the center then practice with it and observe the rule above given, and you thus master the most important problem for the navigator, whether young or old. ABRAHAM J. LOUCH, Pilot.

WRINKLES ON "A FEW REMARKS."

BUFFALO, N. Y., February 2, 1892.

To The Editor of The Marine Record.

In the issue of THE MARINE RECORD 28th. ult., I read the article by "Beginner" on *A Few Remarks.*

In reply I cannot understand why any person having the slightest knowledge of the subject under debate, can be at a loss to know how to correctly apply variation to make his intended port of destination, suffice it to say, that when correcting for variation on Lake Erie or any other lake, sea, or ocean, the rule is invariably the same, namely, westerly variation allow to the right, easterly variation allow to the left of the true course to make the same, and if Beginner begins to apply variation any other way he will find it necessary, and I trust in good season to begin the opposite way (to that other way.) As I understand it in this case, at Buffalo place of departure there is 5° westerly variation, and at Toledo 0°, therefore, half the angle contained between the true and magnetic meridians at point of departure will be the correction, which in this case is 2° 30′ to be allowed to the right of the true course to make the same good.

Now in reference to Beginner's second question on finding the deviation of the compass, and how to apply it correctly. I take it for granted that Beginner wishes someone to determine the deviation of the compass by an azimuth of the sun, although he states his question in a very ambiguous and defective manner, in using the altitude, latitude and sun's declination given in the example, I find the sun's true azimuth to the S. 4° 06′ 02″ W. or W. by S. § S. nearly. I did not reckon on this answer from the north but rather from the south, as I never knew that Lake Superior was south of the Equator.

Furthermore I do not know what the sun's bearing by compass was on that date and place of observation, as I was not looking at his compass or any other compass in that locality, and I know of no method by which the sun's bearing by compass can be determined, only by observing the sun by compass, therefore I cannot tell what the deviation of his compass was from what he has given in the example.

In conclusion I would ask Beginner(as such) why did he suggest to reckon the answer from the north, or if he understands this simple problem of navigation why does he make use of such misleading statements as the above. But, when the deviation is determined by Beginner. or Professor, or any other nautical authority from the given example, I will state for his information that it is invariably applied the same way as the variation, and no other, whether he be on Lakes Superior, Huron, Michigan, Erie, or off Cape Horn, in Ashtabula Harbor, or anywhere else on terra firma, and remember, never reckon an azimuth from the north on Lake Superior.

A SAILOR—ON DECK.

AN ice locomotive has just been completed at the Fishkill Landing Machine Works, at Poughkeepsie, N. Y. It is attracting considerable attention.

GRAPHIC METHOD FOR FINDING DEVIATION.

BY JOHN MAURICE.

With reference to the previous article treating of the magnetic forces, the solution is as follows:

Draw a straight line of the length of 100 parts from a convenient scale. This line representing the magnetic meridian, measure as many parts as represent 100 G. from the north end of the line to the other end, and make the point thus found the center of a compass dial with its north in the Magnetic meridian. Construct or put a similar compass dial on the other end of the line with its center in the termination point, and its north coinciding with the magnetic meridian. Further, construct a circle to the diameter of 100 G. through the center of the first mentioned compass dial and the north point of the line.

The first, or northerly compass card serves to indicate the magnetic course the vessel is successively headed on. That part of the course line within the circle to the diameter 100 G., represents always the magnetic force from induced magnetism, for the magnetic course the vessel is headed on; and the intersection point with the circle is always the starting point from which the magnetic force 100 B. is measured off; which when positive is set off on the course line in the direction of the ship's head, but when negative in the opposite direction. From the termination point of 100 B., is to be set off at right angles 100 C. by the original scale; to the right when positive, and to the left when negative; right and left being determined by looking in the direction of the ship's head. From the end of 100 C., a line drawn to the other compass center shows on that compass the north-south line of the ship's compass, and with reference to the magnetic meridian, the deviation.

A square on which 100 B. and 100 C. are marked off, placed on the magnetic course with the point indicating 100 B., always in the periphery of the circle, and a protraction or card from the compass on which the deviation is read off, are convenient means for ascertaining the deviation on any course with facility. Not to be confounded it is well to mark on the square the direction of the ship's head. The deviations thus found refer to magnetic courses.

Conversion of magnetic courses into compass courses, and vice versa by the method of parallel scales. Make of two parrallel lines about an inch apart a scale of 128 equal parts of convenient size, each part representing ¼ point. One line on the scale is for compass courses, and the other for magnetic courses. Courses are to be marked in the consecutive order as they appear on the compass, beginning with north over east. For every magnetic course set off the deviation from the line marking the courses on both scales, to the right when east, and to the left when west; and from the point thus found on the other scale draw a straight line to the magnetic course for that point. Two such lines for two adjacent courses continued, intersect each other in a certain point. From this intersection point a line drawn to any point contained within the limits of the two lines mentioned intersects both scales, and thus furnishes the corresponding values on each scale. In the vicinity of the course, for which the deviation attains a maximum, a kind of neutral zone will be left, indicated by two nearly parallel lines, within which zone a line parallel to the former, marks the corresponding values on both scales. Thus by means of the intersection points mentioned above, the corresponding values for all courses are easily found.

NORTH MAGNETIC POLE.

An expedition will start north about May 1st. on a three years' trip, with a view of re-locating the north magnetic pole and to make magnetic and other observations. The scheme of work to be done will be prepared by a committee of the National Academy of Sciences and the expert magnetists of United States Coast and Geodetic Survey, and the observers and instruments will be furnished by the latter bureau.

It is now 60 years since Sir James Ross located the north magnetic pole on the west coast of Boothia Felix, which land was named after Sir Felix Booth, who furnished the funds to equip the expedition. An expedition having in view the accomplishment of such valuable scientific results and under the auspices of the National Academy of Sciences and the United States Coast and Geodetic Survey will attract the attention of scientific bodies all over the world, and the names of those whose liberality has made the achievement of such valuable results possible will be linked with one of the greatest enterprises of the age. The great expense of the expedition (the cost of instruments and the pay of observers) will be borne by the Coast Survey and the Signal service, and it only remains to provide for the transportation and maintenance of the party during its three years of labor there. The portion of the expense to be borne by private subscription will, therefore, not exceed $20,000, or $25,000.

The route of travel is by whaler to Repulse Bay, the most northerly portion of Hudson's Bay, where a permanent station will be established. This is the nearest point to the magnetic pole of Ross that can be reached by vessel. From the station at Repulse Bay summer expeditions will be sent with sleds to the pole-containing area, Ross's pole being distant about 300 miles.

IT is about time the Behring Sea Conference again conferred. Sealers are fitting out, and they will either "fish, or cut bait."

The Marine Record.

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☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

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"SMITH & SWAINSON,
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CLEVELAND, OHIO."

CLEVELAND, O., FEBRUARY 4, 1892.

LAKE SHIP-BUILDERS.

At last the Executive departments of the Government are awakening to the fact that not only is the lake tonnage the backbone of the United States merchant marine, but also that lake shipbuilders are fully competent to construct naval as well as merchant vessels. In this connection, the Solicitor of the Treasury holds that the treaty of 1817 was formally abrogated by an Act of Congress, under date of February 9, 1865, and that the private arrangements afterwards entered into by the Secretary of State and the British Representative was not ratified by Congress and is therefore null and void in so far as the National policy is concerned in the construction of war vessels, revenue cutters and such other tonnage as they have formerly been debarred from offering bids for.

It is but begging the question to show the capabilities of lake shipyards, as officers from each department of the Government have time and again inspected the existing plants, and they have all expressed their gratification and surprise at the facilities, location and unparalleled skill which has combined to make the principal lake shipbuilding yards a national industry of large proportions.

The lakes present a list of ports where ship-building and marine engineering is carried on to a greater extent than in any other portion of the United States, and we have only to travel westward, beginning at Buffalo, to mention the most important plants many of which have built the finest modern tonnage and machinery in use in the merchant marine and the United States lighthouse department. These ports are but a few hours sail from each other so that we can take in the Lake Erie list, Buffalo, Erie, Cleveland and Toledo, and for the Rivers connecting Lakes Erie with Huron there are the extensive plant or plants of the Detroit Dry Dock Co. at Wyandotte and their two shipyards, dry docks, and engineering works at Detroit, besides the several yards at Gibraltar, Trenton, Marine City and Mt. Clemens. Opening on Lake Huron the industry at Port Huron is prominent and extensive as a drydock showing the largest dimension of any on the lakes is now in operation there. Proceeding along the United States shores of the lake there are the F. W. Wheeler & Co. iron and wooden shipbuilding plant at Bay City and it is worthy of note that the two steel steamers Mackinaw and Keweenaw built at their yard for ocean service are now doing excellent work and are the peers of any ocean freight steamers afloat; also the James Davidson's extensive shipyard; Wicks Bros. Boiler Works, at Saginaw, large machine shops for the construction of deck hoisting engines and other marine mechanism and appliances. On Lake Michigan, Chicago, Milwaukee, Manitowoc and Grand Haven, have each turned out their quota of modern steam tonnage while a number of smaller ports lay due claim to the industry of wooden shipbuilding on a more limited scale. Lake Superior is the birthplace of the wondrous whaleback construction and eight keels for these economical freight carriers are now laid at the yards of the American Steel Barge Co. thus holding the prestige of iron or steel shipbuilding on the "Great Lake" well to the front. To reiterate the facts so widely known that the lakes built 40 per cent more steam tonnage in 1890 than was built on the entire Atlantic and Pacific seaboards, but heralds the lack of appreciation which the industry has undergone at the hands of our legislators, and as we have said, they are only now becoming convinced of the national importance of lake shipbuilding and its concomitants.

The 1817 treaty, the clauses of which readers of THE MARINE RECORD are conversant with, has hitherto ruled out lake competition, it is now gratifying to learn that according to the ruling of the Solicitor of the Treasury no further bar need exist, and whether the St. Lawrence system of canals are overcome by sending a vessel down in two or more sections, it is simply a question of finances as opposed to an international law preventing construction under any and all terms.

What is now wanted is a concensus of opinion from lake ship builders and the energy to bring to an issue any debateable points which may arise. That there may be some grounds for the action which barred out F. W. Wheeler & Co. from competing for the building of the practice vessel last year we are willing to admit, even in the face of the *Congressional Record*, wherein it is clearly stated that the President, of the United States gave the notice required for the termination of the treaty by a communication which took effect on the 23rd November, 1864,—The Senate and House of Representatives adopted and ratified the action under the title of "A joint resolution to terminate the treaty of 1817 regulating the naval force on the lakes." Hence, if lake shipbuilders desire to compete for Government work at any time we can see no reason why the abrogated clause of the 1817 treaty should longer stand in the way.

SEVERAL technical communications are held over for our next issue on account of limited space.

OUR Kingston correspondent in current issue seems to have succeeded in showing the confusion and misapplicability of the lights for vessels under way. Steps ought to be taken by the United States Board of Supervising Inspectors of steam vessels now in session at Washington to make their Rules clear so that they may be duly enforced. We have long known that a revision of these revised rules would tend to enlighten the lake marine on a strict rendering of the "Rules of the Road.'

THERE seems to be a disposition at Washington to give lake interests a due share of attention and the aids to navigation petitioned for by the Cleveland Vessel Owners' Association will probably be endorsed with only one or two exceptions. This is in line with the spirit of progression which pervades the States bordering on the Great Lakes, nor has anything like the just requirements of our northwestern commerce ever yet been asked for, only a moiety of recognition as compared with our commercial and maritime importance is required.

PERSONALS.

Mr. M. A. Bradley, visited Chicago on Wednesday in connection with his vessel business.

Major William Ludlow, Corps of Engineers, U. S. A. Engineer of the 9th and 11th Lighthouse Districts arrived in Cleveland on Wednesday.

Commander George W. Coffin, Naval Secretary of the Lighthouse Board, Washington, D. C.; Walfrid Sylven, Chief of the Engineering Department of the Board; Commander Frank Wilde, of the First Lighthouse District; Commander Nicoll Ludlow, of the Ninth, and Commander Woodward, of the Tenth Districts, visited Cleveland on Tuesday.

Captain S. B. Grummond, of Detroit, owner of the largest fleet of tugs on the lakes is in the city to-day visiting vessel men. We are pleased to note that the captain is still the same hearty energetic mariner and vessel-owner as of yore. It would seem that the common enemy "grip" can find no lodgment in his robust constitution and he is still to the fore on every occasion.

Mr. George Herbert Little, who has been for the past three years editor of the Liverpool *Journal of Commerce*, has resigned his position on that estimable marine paper and opened an office as Consulting Naval Architect and Marine Expert, at Talbot Chambers, Fenwick street, Liverpool. The manner in which the editorial work of the *Journal of Commerce* has been conducted during the past three years has been *par excellence*, and a somewhat interested curiosity will no doubt be evinced in the change of policy which a new "man at the wheel" may inaugurate. We wish Capt. Little abundant success in his new departure and his standing as a certified master mariner, marine surveyor and electrical engineer will no doubt bear out our wishes.

WHITTEMORE & MAXON, Bay City, Mich., have increased their capacity for building the Maxon patent steam steerers and a large number of those compact and powerful machines will soon be placed on the market.

LITERARY NOTICES.

John Wiley & Sons, scientific publishers, 53 East 10th street, New York, have just issued Ihlseng's "Manual of Mining," 450 pages; price $4.50.

Our thanks are due to Thomas Marks & Co., merchants, forwarders and shipowners, Port Arthur, Ont., for a very handsomely illustrated calender for 1892.

"Lake Transportation" showing the proceedings of the Deep Waterways Convention, held at Detroit Mich., December 17 and 18, 1891, published by order of the convention, is a mass of statistics, in which every industry in the United States, is more or less interested. We shall take pleasure in furnishing our readers with extracts from the valuable *data* given at the proceedings, and we feel safe in stating that those wishing to procure a copy of this booklet, will receive one by addressing W. Livingston Jr., Detroit, Mich.

The Gas Engine & Power Co., Morris Heights N. Y., have just issued a new catalogue of their naptha launch construction, and specialties, which, for artistic and typographical work, is superior to any trade catalogue which has been brought to our attention. Every size, model and rig applicable to yachting purposes is illustrated. Many of the cuts are perfect works of art in themselves, showing the subject in as realistic a light as an actual view of the true object. The Gas Engine and Power Co. manufacture the only Naptha launch, and evidently control an enormous patronage in their handsome, speedy and clean kept Naptha launches.

The American Injector Co., of Detroit Mich., sole owners and manufacturers of the American automatic and World injectors, also makers of injectors, jet pumps, drive well jet pumps, exhaust injectors- fire plugs, and all kinds of jet pumps, exhaust injectors, fire plugs, and all kinds of jet work for steam, water, oils, acids or chemicals are now sending to their patrons and friends a tastefully printed catalogue and price list of their various manufactures. It is a very handy little book, printed in clear type, and in the compass of its sixty-four pages contains an abundance of very useful information not generally found in publications of this character. Directions for the proper operation of the company's injectors, etc., are given, also considerable data and memoranda of special value to steam users. Some practical questions usually asked of engineers when applying for license, with appropriate answers, will be found not the least interesting portion of this work, which will oftentimes be found as available for its miscellaneous steam lore as for the special purpose which it was intended to serve.

The advance sheets of a "History of Steam Navigation," compiled by Henry Whitmore, comes to hand from, The Original and Progressive Publishing Co., 39-43 Gold St., New York. Judging from the copy now before us, the work should occupy a place in the library of all those interested in the maritime interests of the country. In addition to a description of the origin and progress of steam navigation in America the work contains a historical sketch of the shipbuilding operations of Isaac & William H. Webb, together with a description of Webb's Academy and Home for Shipbuilders, an outline history of the early experiments of such inventors as Fitch, Rumsey, Stevens, Fulton, Henry Eckford and others. There is shown the progress of steam navigation in the United States during the past three quarters of a century, from the time of the "Chancellor Livingston," 495 tons burden, and a speed of eight miles an hour built in 1816, up to the present standing of steam navigation; or more properly speaking, shipbuilding when the steamers "Bristol" and "Providence," of 3,000 tons each, clear the ground at a speed of over twenty miles an hour. It is also noteworthy that these steamers were constructed by William H. Webb, at an interval of sixty years apart, so that the march of improvement in one man's life alone seems to be almost incredible. As we have said, the work covering as it does, the National features of steamship building, should find a place in all private, educational and public book shelves, as it is the most complete epitome of steam shipbuilding in the United States ever published under one cover.

DEMURRAGE.

In a recent case of demurrage tried in the Edinburgh, (Scotland, Court of Appeals, it was ruled that in considering the case it was necessary to attend to the distinction which seemed to exist in practice, and was probably well founded in law, between the computation of time for lay days, or running days for loading and unloading, and the mode of computing the time of demurrage. Once they had ascertained that the lay days were exhausted, it was settled by a series of decisions that demurrage began at the hour at which the lay days were exhausted, and then the days of demurrage were reckoned as periods of 24 hours from that hour. Any surplus hours in excess of the number of full days were reckoned as an additional day. Now if it were settled, as he must hold it to be, that demurrage began at any hour of the day, it followed that the lay days must expire at any hour of the day, but as lay days were always whole days, it would seem to follow, in argument, that they might also begin at any hour of theday. But there was no distinction such as was contended for by the appellants to the effect that lay days always commenced at twelve o'clock of the night. To concede that proposition would involve that lay days might be reckoned by hours, but the distinction was this, that if a ship arrived in the afternoon, it would not be consistent with good sense that the obligation to load or unload should arise at the instant she was taken along side the quay. Men could not be got at that hour, and time must be allowed for the captain to give notice to the owners of the cargo; and therefore, he understood, that by invariable practice if a ship arrived after twelve o'clock the lay days were reckoned only to begin on the following day. But whether, they were to be reckoned from twelve o'clock or from the hour at which it was usual for loading or unloading to begin was a point upon which he would rather not give an opinion, because, as the Lord President had pointed out, that was settled in this particular case, and, therefore, it must be assumed that by agreement of parties the lay days could not be reckoned from an earlier hour than 6 a. m., the proper hour for beginning in the circumstances. He took it that according to the general rule lay days in contracts of agreement meant whole days; but there was nothing to prevent parties from stipulating for half days or any portion of a day if they were so minded.

FLOTSAM JETSAM AND LAGAN.

Capt. Daniel Lyon of Burlington, Vt., died last week, aged 88 years.

It is proposed to open the World's Fair on May 1, 1893, and close it on October 30 of the same year.

Capt. P. McFarlane, long in the Lehigh Valley Line, and a smart, energetic shipmaster, has resigned from that employ. He will command one of the package freight whalebacks that will run between Gladstone and Buffalo the ensuing season.

Article 18 of the revised steering and sailing rules for ocean and coast, is held strictly to the letter in New York, Judge Brown having just rendered a decision, whereby the both steamers are held in fault for not stopping and reversing when there was danger of collision.

Light keels are now laid at the yards of the American Steel Barge Co., W. Superior, Wis., and work on them is progressing rapidly. The whaleback barge C. W. Wetmore has been chartered for several trips of coal between Puget Sound and San Francisco at $1.50 per ton, this is about the same distance as between Buffalo and Duluth.

Capt. John T. Hutton will, this year, command the Kasota with Ed. Raines of Hay Lake, Mich., as first mate, and Harry Sharp as second mate. The Kasota was purchased by the Parker Transportation Co., and is being thoroughly overhauled, so that she will be in readiness as soon as navigation opens .Capt. Tim. Lemay will take charge of the John Oades.

Capt. Homer Durand was given a verdict, at Toledo last week, of $825 against J. W. Farwell in the case involving the schooner P. B. Locke. Durand wanted $5,000. He claimed that he had bought the vessel as the result of misrepresentation on the part of Farwell's agents in regard to her condition. After her purchase, he found many repairs necessary.

It is the opinion among naval officers in New York that the Chilean affair, even if there is not any war, is the best thing that could have happened for the United States navy. The result will be, they say, that the number of war vessels will soon be doubled and within a few years the United States will be what she should be—a formidable maritime power.

Representatives from the several large towing firms held a preliminary meeting in Capt. S. B. Grummond's office in Detroit a few days ago with a view to forming an association tariff for towing charges. Nothing definite was fixed upon and another meeting will be called later although it is learned that the several interests are somewhat wide apart in their views.

The Academy of National Science, of Philadelphia, Pa., have decided to send a relief expedition for Lieut. Peary and party, who started last spring on a North Pole expedition, Mrs. Peary being of the party. Prof. Alexander Heilprin will lead the expedition, which will leave New York about June 1st. next. The expedition is expected to cost about $10.000 which will be raised mainly by subscription.

A diploma and medal was received by Mr. Campeau, of the Inland Revenue Department, Toronto, from the Science des Chevaliers Sauveurs des Alps Maritimes, of Nice, France, for Capt. W, Andrews, the blind life- saver. Mr. Campeau is the representative of the society in Canada, and he has on more than one occasion received similar tokens of recognition for heroism for Canadians who well merited tokens of bravery.

Capt. Hlbert Ocha was for a long time in charge of the life saving station at the upper Portage canal. That position he resigned early last year and went to Bay City, where he began work in the large ship yards. He has just left that employment and will now engage in marine work at Au Sable. Capt. Ocha says he intends ultimately to re-enter the life saving service. His cool and daring bravery will never be forgotten here where everybody knows how he saved the crew of a stranded vessel at Grand Island some three or four years ago, also the noble work he did on the Wallaces that went ashore near the mouth of the carpe. A more fearless man never lived and the service lost one of its best men when Capt Ocha resigned.—*Marquette Times.*

S. R. Stone has circulated a petition addressed to Hon. E. B. Taylor asking him to work for the speedy passage of the bill introduced by Hon. Tom Johnson, of Cleveland, entitled "A bill for an appropriation to build a home for crippled, infirm, and aged seamen of the merchant marine." The petition has been signed by nearly every business man at the Harbor and uptown, and will be forwarded to Washington at once. Mr. Stone has hopes that if the bill is successful, the home may be established at this port. It will almost certainly be located at some point between Cleveland and Erie. A hospital of this kind is maintained at New York, but there are none as yet upon the Great Lakes. The necessity of a home of this kind is apparent at once.—*Ashtabula Daily Beacon.*

"THERE is no reason to doubt the honesty of the telegraphic dispatches from Traverse City, regarding the tidal wave at that point." said General O. M. Poe. "Such things are not improbable, they are only uncommon. In my life, I recollect two or three very notable instances of the kind. Some six years ago there was one on Lake Huron, a very sudden one, as they all are, and the old propeller Quebec was caught in it and badly damaged. The water snddenly receded and just as quick returned. The high wall of water fell upon the forward part of the Quebec, and smashed her pretty badly. The one at Cleveland will be remembered by all. On the return of the water, it flooded the elevators and drowned one of the men. "What the cause is, is hard to determine," continued General Poe. "I think that barometrical pressure and the wind are chiefly accountable for it. Take for instance a large body of water like Lake Superior. Suppose the barometer lowers an inch at one end, and rises an inch at the other, the difference in the rise and fall of the level would be very great, and would cause such an oscillation as that reported from Traverse City."

ACCORDING to the annual report of commerce through the St. Mary's Falls Canal, it is found that the average number of vessels passing per day for the whole season was 45.3, and for the months of June, July, August, and September the average was 54.6. The size of the vessels continues to increase, as is shown in the following statistics:

The average registered tonnage per vessel was—

	Tons.		Tons.
In 1887	626.3	In 1889	790.5
In 1888	701.5	In 1890	833.8
		In 1891	862.1

No closer showing of the increased dimensions of lake tonnage could possibly be presented, and when numbers as well as capacity are taken into consideration the volume of increased tonnage is phenomenal.

PORT HURON, MICH.

Special to the Marine Record.

Selbeck & Co., are rebuilding their fish tug, the Beebe.

St. Clair river is blocked up to the foot of Lake Huron with solid ice.

The tug Despatch is receiving a thorough rebuild at the Battie yards, Sarnia.

Captains Mart Swain and George Tebo are in the city calling on their many friends.

Capt. Rattray, last season in Grummonds Line, will sail the steamer Kittie M. Forbes, this season.

Fitzgerald Bros., of the Dry Dock Iron Works, have rebuilt their shops and are all ready to supply their old friends in their line of work.

The Jenks Shipbuilding Co. have lengthened the steam barge E. N. Jenks, 24 feet during the winter. She is about ready to launch as soon as the weather permits.

C. D. Thompson and James J. Lynn, of this city, have purchased the tug Stinewood, from J. N. Tilley, of Chicago. The Stinewood will be used in towing at this port.

The Jenks shipbuilding Co. have sold their steam barge, the O. O. Carpenter, to N. E. Runnells and Capt. Dan Sinclair, of this city, for $28,000. The Carpenter will tow one of the Cleveland's consorts of the same firm,

Capt. Fred Hart, manager of the J. Emory Owen fleet, and Mr. Walter Oades, was in this city looking after the interest of the Owen Line in the schooner Michigan, she having been in a collision with the steamer City of Berlin at the "Soo" last season.

The steamer Hiawatha is in Dunford & Alverson's lower dry dock receiving large repairs. She will have an entirely new bottom, stern post, stern and rudder. Capt. Lane, of Buffalo, is here looking after his interest in the steamer. The Robert Mills has finished her repairs at the same yard, and is in first-class shape.

The steamer Dean Richmond is at the Wolverine dry dock receiving new arches, decks, covering board, stanchions, railing and other repairs. The Tug George E. Brockway is at the same dock, having received a good overhauling. The Brockway will also receive a new boiler this spring, which will place her in first-class shape.

The Tug Joe Dudley is in Dunford & Alverson's upper dry dock receiving a thorough rebuild. The steamer H. D. Coffinberry, is at the same yard receiving new railing, stanchions, bulkwarks, calking and other repairs. The Coffinberry is having her engines compounded and will also receive a new boiler from the Phoenix Iron Works, of this city.

Capt. William Lynn, of the steamer Canisteo, has taken in tow a consort and signed a charter for life. Billie was married Tuesday to Alline, the oldest daughter of Capt. and Mrs. William Dulac, of Mount Clemens. Mr. and Mrs. Lynn left on the evening train for the east, and on their return they will reside in Mt. Clemens.

The Shipmaster's Excelsior Marine Benevolent Association held a meeting in their rooms in the Casello block last Saturday evening, at which time they were treated to a surprise. An elegant silver water pitcher and two goblets were presented to them. Everything is explained in the inscription on the pitcher, which is as follows:

PRESENTED TO THE
SHIPMASTERS E. M. B. A.
No. 2, PORT HURON, MICHIGAN,
BY THE
DUNHAM TOWING & WRECKING CO.

It is a handsome present, and will be highly prized by the shipmasters in their elegant, ship-shape, and comfortable winter quarters. ISIS.

MILWAUKEE, WIS.

Capt. James Leisk will command the fine steamer Helena, again next season.

The Milwaukee Tugboat Co.'s, vessels will be commanded as follows: Steamer Helena, James Leisk; steamer Veronica, William E. Wright; barge Helena, John Leisk.

Joys Bros., shipchandlers, will commence in May to build a new ship-chandlers store on East Water street, near the bridge. The business which they are now running has been carried on in the same block for 47 years.

Capt. H. C. Albrecht and P. Peterson, and engineer Rasmussen are in Milwaukee getting the steamer T. S. Christie put in good condition for next season's work. Her engine is receiving an entire overhauling and she is getting a new smoke stack.

Sheriffs Manufacturing Co. are very busy. They are building a fore and aft compound engine 16 x 43 x 36, 150 pounds steam on h. p. cylinder, all pumps independent of main engine, for a steamer building at Sheboygan, Wis., and a wheel 9 feet 8 inches diameter, a condensing engine 20x24 for C. H. Starkes' new tug, a high pressure engine 14x16 for a new fishing tug, making a new crank for the steamer S. J. Macey, a new cylinder for the tug Knight Templar, a new wheel 11 feet 9 inches for the F. & P. M. No. 5, and a 5 ft. wheel for a steamer at Cleveland.

The Milwaukee Dry Dock Co. is doing considerable work. At the south yard they are putting the pilot house and engine and boiler rooms on the tug they recently built for M. Golden and others of Marinette. Her dimensions are 78 feet over all, 16 feet beam, 9 feet hold. They are building for C. H. Starke a tug 83 feet over all, 17 feet beam, 10 feet hold; she will have a Schulte condensing engine 20x24, and a boiler 7½x13. The steamer Arizona is in dock for a general overhauling and repairs. The barge Plymouth will go into dock for same. The steamer Horace A. Tuttle will receive repairs to the damage done by fire at Chicago. At the west yard the steam barge G. C. Markham is receiving new deck, new shoe and some repairs. The barge Helena, which was purchased by the Milwaukee Tug Boat Line, is being fixed up in good shape, which includes new stanchions, stringers and rail, entire new floor, ceiling and other repairs. The steamers Pabst, Veronica, Helena, Davidson and Dyer have had their topsides calked. The steamer Westover is on the dock for a new wheel and some repairs. The steamer Maggie Marshall was in dock and received a new bottom, an extra floor timber along side each frame, new rails and stringers, some new stanchions and a steel plate 13x¾ on each side of the main keelson. The steamer Osceola is in dock for repairs. WILLIAMS.

WHILE demonstrating the efficiency of an automatic self-detaching hook for boat lowering purposes before the Board of Supervising Inspectors last week, George Learman, the patentee, came near losing his life through one of the hooks not working as it should have done. This automatic hook is in use on the lakes and hitherto has worked perfectly. A similar patent being in use on the other side of the Atlantic also gives excellent results.

THE series of letters now being published in THE MARINE RECORD from the pen of Mr. John Maurice, "On graphical method for finding deviation," deals with this important subject in a concise intelligent manner and forms an educational feature of great interest to the lake sailing community.

OBITUARY NOTICE.

Captain Ben Chambers.

Capt. Benjamin Chambers, of Cleveland, was taken sick several weeks ago with grip and by that, coupled with trouble over an accident which happened last summer while he was in charge of the steamer Queen of the West, induced his friends to place him under medical restraint two weeks ago. It subsequently transpired that erysipelas was the enemy that was insiduously gnawing away at his mental ability and physical vitality, and in spite of the closest and best attention of his friends and medical advisers, he passed away to eternal rest on Friday, January 29th. His funeral took place from his residence on Sunday under the auspices of the Masonic Fraternity, and the large numbers gathered to pay their tribute of respect to their departed brother, shipmate, and friend, bore full testimony to the worth of the man and the esteem in which he was held by his many friends. Capt. Chambers was a prominent member of the Excelsior Marine Benevolent Association and had a large number of friends among vessel-men and shippers.

All knew him to be a large-hearted, generous and faithful, man, and as his earlier sickness and trouble called forth the sympathies of the marine fraternity in Cleveland, so his departure was the theme of regret among those whom we were brought into contact with during the week.

Capt. Ben Chambers formerly hailed from Oswego, N. Y., and early in life was mate of the crack canal schooners trading between Chicago and Lake Ontario ports.

The first vessel that he took command of was the schooner Granada. Afterwards he sailed the schooners Samana and Bolivia and from the latter went into the Maria Martin. He was then appointed master of the Kate Winslow, and from her to the tow barge Brunette, he sailed her for one or two seasons, when he was appointed master of the steambarge Queen of the West, which steamer he commanded last season to the entire satisfaction of her owners.

The deceased was 42 years of age and leaves a wife and two children who are plunged in the deepest grief at the loss of their bread winner. Yet, such were the strong friendships formed by Capt. Ben that the close sympathy of a large circle of friends must alleviate the sorrow felt at the late home of one who was a good husband, a loving father, and a man among men of the best calibre.

The funeral was largely attended, and among those present were many prominent lake captains. The pall-bearers were six lake captains who were his associates when sailing, and there was a wealth of floral offerings.

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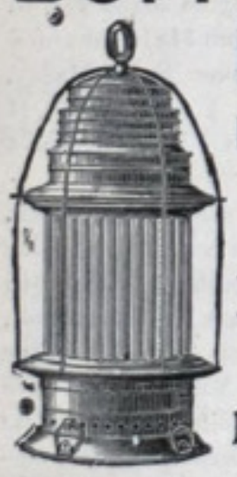

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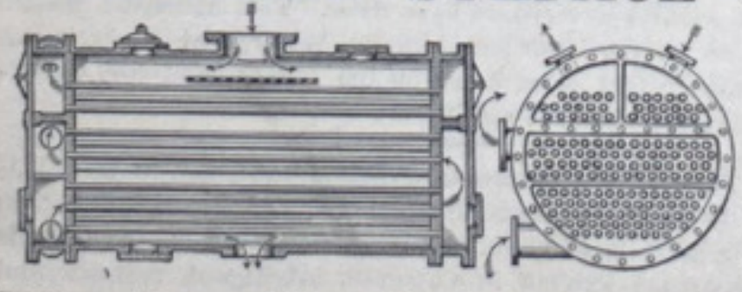

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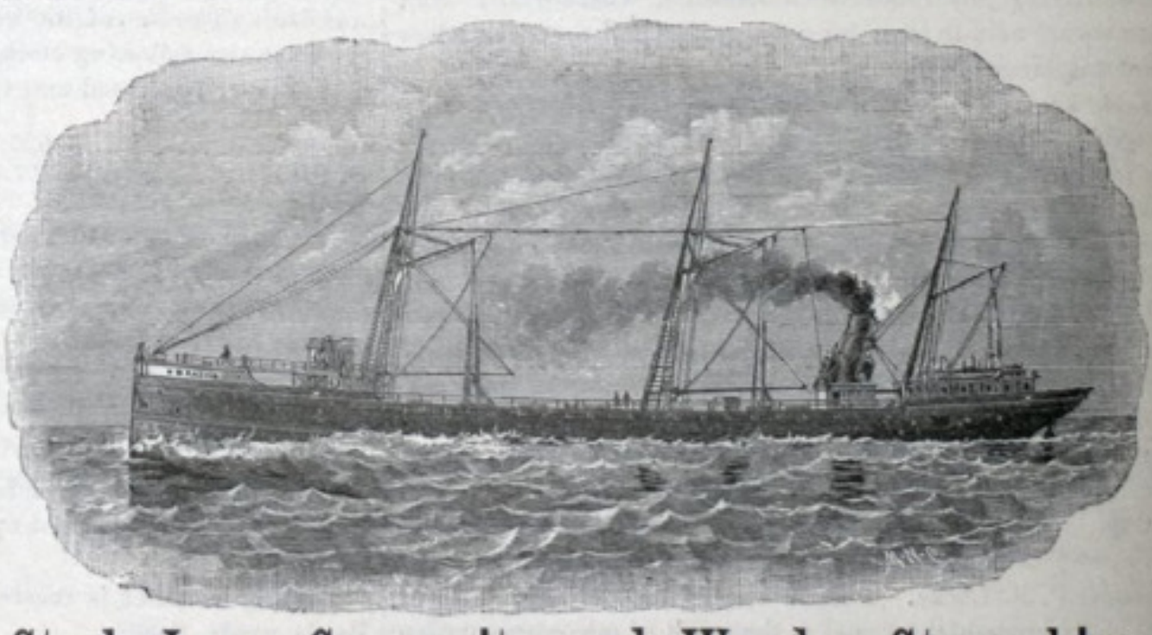

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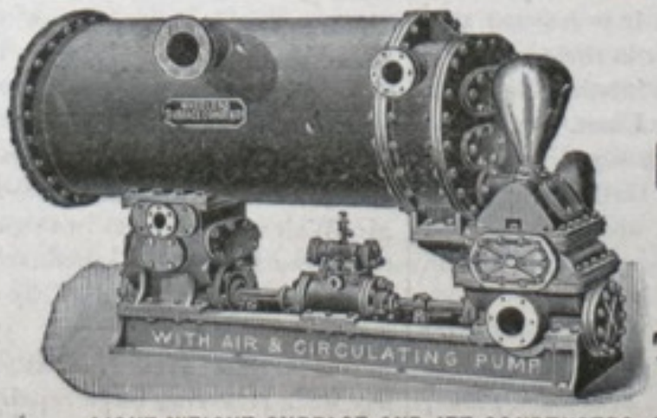

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